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SUNDAY, JANUARY 17, 1904.

Nothing to Arbitrate.

Between the United States and the
Colombian Republic.

The State Department officials are reported as saying that there is nothing in the present situation between Colombia and the United States for The Hague tribunal.

This is the only answer that can be made to the people who insist that the United States ought to send some question or other to be arbitrated at The Hague. People who take this view will find it wonderfully clearing of their minds to sit down for a moment and try to formulate the question which they think ought to be submitted.

It cannot be the revolution in Panama and the secession of that department from its associates in the Colombian federation. That was purely an internal affair, with which the United States had nothing at all to do. It is, moreover, an accomplished fact; and it is not the habit of revolutions to prevent backward. It cannot be the prevention of fighting on the isthmus, for that is something to which the United States was bound by the treaty of 1846, and it has been repeatedly called upon by the Colombian government itself to take similar action. It cannot be the recognition of the republic of Panama, for that is a proceeding fully justified by precedent, and one in which the example of the United States has been followed by the leading governments of the world.

What question, then, is it that the United States ought to send to The Hague tribunal? Let the people who insist upon such a procedure pause just a moment and tell us.

The Administration has already intimated that it would recommend Panama to appropriate toward the payment of the Colombian debt an equitable proportion of the \$10,000,000 fund which this Government is to pay Panama for the canal right of way, and if Panama and Colombia are unable to agree what that proportion should be, the Administration would undoubtedly advise the reference of the issue to The Hague. This Government cannot refer other people's business to The Hague, though the Administration probably might give infrequent advice.

Senator Hale thinks that through the President the United States might appropriately mediate between Panama and Colombia and guarantee whatever Panama might promise. This proposition recognizes the fact that the United States has nothing to arbitrate, but might accept the function of promoting peace and good will between Panama and Colombia.

Sidewalk Cleaning.

The Deliberate Policy of Neglect Pursued by Many People.

Police Court hearings proved last week that there are some hundreds of people in this city who deliberately allowed the snow to remain on their sidewalks, preferring to pay a fine of \$1 rather than go to the trouble and expense of having the job done. This may seem most curious to the citizen who either cleans off snow himself or hires an able-bodied colored man to do it for from 10 to 20 cents, but a little thought will show that it is really cheaper for the owners of large lots to pay a small fine than to obey the law. Consequently the sidewalks in front of these lots remain uncleared, they get off with an expense half, or less than half, the cost of complying with the law, and the conscientious citizen who has done his duty is menaced by the results of other people's neglect.

Major Sylvester recommends, as he has done several times before, that a change be made in the law making the penalty proportionate, so that the owner of one house, if neglectful of his duty, will not have to pay as large a fine as the owner of a large vacant lot extending over a whole square. He also recommends that the non-resident owners be forced to take care of the sidewalks in front of their dwellings. Washington has a rather large number of non-resident landlords, and their existence is responsible for many of the defects in the present system of housing the people. To the non-resident owner property is

simply an investment; he has no interest in it beyond a money interest. To the resident owner some other interests besides those of the pocket may be made to apply. He may desire to influence public affairs, or to stand well with his neighbors, or something of that sort.

Nothing is clearer than that the streets of this city ought to be cleaned, and that sidewalk cleaning ought not to be done in the ineffective way in which it is done at present. For every private house whose tenant or owner cleans the sidewalk immediately and thoroughly there are lengths of sidewalk in front of vacant lots, or big buildings, where the snow is not cleaned at all. Some of the churches show a strip of snowy and icy sidewalk in front of them. Street cleaning is one of the things which cannot be effectively done by half measures. It is of little use to the pedestrian to be able to keep his feet dry and his clothing clean on one block, if he is drabbed and soaked by slush in the next; nor is it much easier to walk on a slippery sidewalk if here and there a block has been cleared down to the asphalt. Let the fine either be made heavier for all parties—the small property owners are not the chief offenders—or let it be made proportionate to the offense. The government of the District is not created to save money for people who shirk their obligations.

The Shipping Commission.

Enactment of Mr. Gardner's Bill Mandate of Experience.

The next national Republican platform will contain a strong plank in favor of the upbuilding of the American merchant marine. President Roosevelt has already taken the initiative in urging the appointment of a commission to study these questions and report at the next session of Congress and Congressman Gardner of Massachusetts has introduced a bill to give effect to the President's recommendation.

Senator Frye recently introduced in the Senate two bills which will furnish a basis for discussion and which ultimately are likely to bring forth good fruit. One of these bills makes explicit the requirement of existing law, that after next July 1, only United States ships, steam and sail, shall be allowed to engage in commerce between our Atlantic and Pacific seaboard and the Philippines.

This measure has the cordial support of Senator Lodge and has already been favorably reported by the Senate Committee on the Philippines. The bill leaves the inter-island traffic of the Philippine archipelago just as it now is, under regulations of the Philippine government. Eventually this coastwise trade will be handled by American ships as our domestic coastwise trade is now handled.

It is believed that American shipbuilding will be promoted in the passage of this bill, as our commerce with the Philippines is rapidly increasing. It ought not longer to be carried in ships that fly other flags than our own. If expansion is to bring forth normal fruit, we must safeguard our long-distance carrying trade between ports of the United States as carefully as we protect our own Atlantic coastwise trade. The past year we have had upward of \$15,000,000 of commerce with the Philippines, and the next year this commerce is likely to increase at least 50 per cent.

But one serious objection is made to the bill of Senator Frye touching the carriage of our Philippine commerce. It is urged that we have not ships enough to carry this commerce. It is up to our American shipbuilders to make certain on or before July 1.

Another bill introduced by Senator Frye requires that transportation by sea of coal, provisions, or supplies for the army and navy shall be done exclusively in American vessels. This would seem to be a self-evident proposition. To be dependent upon foreign vessels to carry our coal and supplies for our army and navy to Hawaii, the Philippines and elsewhere, would put us in an awkward predicament were international trouble to arise. The Government ought to protect itself against contingencies, and the proposed law would give our ships an outward cargo from the Atlantic seaboard to the Philippines, the return cargo being amply provided at Manila.

The third measure, introduced by Congressman Gardner of Massachusetts, ought to be promptly enacted. Mr. Gardner's bill authorizes the creation of a national merchant marine commission, to consist of the Secretary of the Navy, the Postmaster General, Secretary of Commerce and Labor, the chairman of the Senate Commerce Committee, Senator Frye; chairman of the House Committee on Merchant Marine, General Grosvenor; three Senators and three Representatives.

There is no doubt that public sentiment in favor of the expansion of our

ocean-carrying trade has greatly advanced since the recent action of the British government in subsidizing the Cunarders. It is seen that by neglecting the protective methods which even the free trade policy of Great Britain has inspired and to which Germany has long adhered, we have violated our own protective system and have strikingly illustrated the wisdom of that system by proving experimentally that we are only weak at that point where we have neglected to protect ourselves.

There have been conflicting views touching the best method of expanding our ocean-carrying trade. Concurrence in some view is peremptory. Those who object to the bills of Senator Frye and of Senator Lodge, which would install specific means of promoting our over-seas commerce, cannot in reason object to the formation of a merchant marine commission, unless they wish our commerce to be carried in foreign ships in the future as in the present.

It is incredible, having united to win on the land, that we should longer permit ourselves to divide and be conquered on the sea.

The national merchant marine commission should at once be installed. So much time has been lost in divided councils that we should at once approach the subject through expert conferees. Their report will unquestionably effectively contribute to the closure of the existing oceanic gap in American economic law.

St. Louis.

Her Advantages and Drawbacks as a Convention City.

St. Louis is either going to have the time of her life this summer, or she is going to be the worst disliked city in the United States. Undoubtedly the contract which she has undertaken is large and imposing, and it is freely predicted that she will never be able to come within a mile of its fulfillment. The great Louisiana Purchase Fair was a big thing for a city which has had but little experience in handling great affairs, but the exposition and the Democratic National Convention at the same time—that is piling Pelion upon Ossa.

New Yorkers are unanimous in the opinion that St. Louis has no hotels worth mentioning; but, then, New York never did see any good in the West, and there would have been no Louisiana Purchase if New York had been there when the thing was done. What is the use of trying to have a city at all unless you can have a Metropolitan Opera House, a Madison Square Garden, a Waldorf-Astoria, and a Four Hundred? New York would say. St. Louis is in the hinterland, and those who go there may as well make up their minds to sleep three at a time on the billiard table.

Moreover, there will be Mr. Hearst with his "American," and Mr. Bryan, with his "Commoner," besides all the special and individual toots due to political enthusiasm and the juice of the corn. It will not be a quiet town—St. Louis—during the progress of that convention. People who want restful contemplation of the ineffable will have to go somewhere else. But in the midst of this multiplied wake the Democratic candidate for the Presidency will be chosen.

Much depends upon the climatic conditions. The time of the convention is July 6, and the sun is apt to act less like a heavenly luminary and more like one from the other place about the first of July than at any other time of year. Later, in August, we are more or less used to the hot weather, exhausted by it, philosophical over it, more grateful for a drop of two degrees in the thermometer than we should have been for arctic coolness a little earlier. But the first of July is just the time when the sun begins to beat down upon the earth and wither up enthusiasms, and foster trouble. July sun is good for making hay and raising Cain, but for very little else.

The only thing to do is to say nothing, saw wood, and hope for the best. St. Louis may come out of this ordeal with flying colors, and if so, it will be a great triumph—great enough to keep even New York quiet for a while.

There is a hymn about being whiter than snow, but it loses its force in a soft-coal city. A person of Caucasian descent can hardly help being whiter than the kind of snow one sees there.

A woman in Omaha feels wretched because the unfeeling city officials will not let her keep a pet pig in the parlor. She brought up that pig from infancy, and it is to her as a child. And yet some people have two-legged hogs in their parlors without a bit of protest.

When labor is prosperous, there are always complaints from unfortunate millionaires that they cannot get people to whitewash their fences for less than unit prices.

Senator Foraker's fine Italian hand is suspected in the recent Hanna imbroglio. It would be just like the Ohio variety of brotherly love.

THE PERSONAL SIDE

MISSED BEING AN ADMIRAL.

National Guardsmen in the District are probably not aware by what a narrow chance their commanding officer, Gen. George H. Harries, just missed being a sailor instead of a soldier.

"Many times I started to enter the naval service," said General Harries at a banquet of the naval militia the other night. "I always had a sort of hankering for the sea, but my one experience as a mariner was a rather unusual one, and since then I have been more than ever satisfied with the land militia."

"This experience was during the Spanish-American War. We were sent to Cuba in a transport that had been used in the coffin carrying trade in Alaska. It was a rum old ship, and when we pulled out from the dock a large percentage of the crew was drunk and the rest in irons for some alleged offense."

"Under these conditions the men of our regiment naturally had to meet the emergency. They were properly called on for courage. The majors were placed in the engine room and two captains were pressed into service, one to guard the commissary and another to preside over the galley. The voyage was an exciting one, and I had a good dose of life on the sea."

LOCATED BY DESCRIPTION.

"The little white-haired man with the bright red necktie."

This was the description given to a messenger at the War Department by a stranger who was looking for an official he knew only by sight.

The questioner was immediately taken to the office of General Oliver, the Assistant Secretary of War.

There was no mistaking the description. In a department as large as the War Department there are many red neckties, but no others as red as a plain red four-in-hand which General Oliver wears occasionally.

Several of the colored messengers in the department admire the tie so much they have endeavored to duplicate it, but all have failed so far.

CATTLEMAN AND LAWYER.

Representative Warnock of Ohio is one of the largest cattlemen in his State, owning several fine farms in Champaign county, all well stocked with cattle. In these properties he has invested the profits of twenty years' law practice and ten years on the bench.

CARNegie CAN CLAIM PENSION.

Andrew Carnegie and Pension Commissioner Ware met for the first time one night last week at a reception given at the home of the Hon. John W. Foster. They were introduced by First Assistant Postmaster General Wynne.

Mr. Wynne, in his younger days, and that is not saying he is now old—for he is not—used to be a telegraph operator. Andrew Carnegie, too, before he made steel and became a millionaire, made dots and dashes with a telegraph key. Accordingly they have a feeling in common.

"So you are the man who passes around the pension checks, are you," said the great Scotch philanthropist.

"I have that honor," replied Iron Quill, pleasantly.

"Do you know, Mr. Ware," continued the iron master, "I think I am entitled to a pension."

"Are you a veteran in need of assistance?" asked the Commissioner, smiling. "What is your claim?"

"I have always contended," Mr. Carnegie went on to say, "that I was the third man who was wounded during the civil war. This is the story:

"I was at work in Baltimore as an operator, and our lines between that city and Annapolis got out of order, and I could not make connections. In company with a linenman I was sent out to ascertain the cause of the trouble."

"We found it some miles down the country. It was evident that some 'Johnny Reb' had been along there, for we found all of the wires cut, then fastened to a stake, which had been driven firmly into the earth, thus completely grounding the current."

"I began an effort to release them, and while pulling away, a wire flew up and struck me squarely across the face, inflicting a cut upon my upper lip, and on both sides of my nose. I was so badly injured that I had to return to Baltimore, and go to a hospital to have my wound dressed."

"While I was there, I learned that the Sixth Massachusetts, in passing through the city had been assailed and two men shot. I figured out the time and ascertained that the casualties must have occurred a short time before I was injured. So I have always given them the honor of shedding the first blood."

"I was then discharged, and I was the third man injured during the war."

"Was the injury contracted in line of duty?" asked Mr. Ware.

"Oh, yes," replied Mr. Carnegie, "it was in line of duty."

"I have a line of duty, at least," put in Mr. Wynne.

Then they all laughed, and Mr. Ware told Mr. Carnegie to file his claim. Up to a late hour, however, it had not been received at the Pension Office.

COLONEL JONES' FORMER DUTY.

"I never knew that man without thinking how many times he has missed of being a millionaire," said an old attaché of the Treasury Department, alluding to Col. Frank Jones, a veteran in the employ of the War Department.

"Back in the seventies, Colonel Jones was head of the redemption division of the Treasury. Down below, in that part of the building where the silver vault is now, was an old blacksmith's forge. Many a time I have known Colonel Jones to go down to that forge with a bunch of bills that were getting too much worn for circulation, pile them on a forge, kindle a fire with the aid of the old bellows, and burn the bills up. Often he would do this unassisted."

"There was nothing in the world but his own honor and honesty to prevent him from extracting any number of those bills, many of which were sufficiently well preserved to be circulated. The redemption committee was pained on what bills should be destroyed, and the head of the redemption division could just do as he pleased. He might have charged off thousands of dollars as having been worn out and destroyed, and no one would have known the difference. And yet today he is a comparatively poor man, who works for his living just like the rest of us."

The Joy of Folly.

Long hours are often spent in melancholy. In melancholy days may come and go; But who can feel the rapturous joy of folly 'Till he doth sweet melancholy know?—Detroit Evening News.

COMMITTEE TO PURIFY THE DISTRICT PRIMARIES

Republicans Named, However, Likely to Have Trouble in Controlling the Negroes—Overstreet and Littauer Both May Lose Seats.

The action of Senator McComas and his colleagues of the Republican National Committee in selecting Chapin Brown, Gen. George H. Harries, and John F. Cook, to arrange and conduct the primaries in the District of Columbia, ought to be entirely satisfactory to the Republicans of Washington. If the republican voters follow the rules and regulations which this committee formulates, there will unquestionably be honest primaries in the District, but whether they will or not is another question.

The citizens of the District of Columbia being disfranchised, there is no statute here governing primaries, and it is no offense against the law to stuff the ballot boxes to their utmost capacity, as has been done in many instances heretofore, and it has also been regarded as a distinction for one man to have voted more than any one of his acquaintances.

A large percentage of the vote at the Republican primaries is cast by negroes, and the average Washington negro, who is permitted to cast a ballot only once in four years—unless he is rounded up and taken over into Maryland—wants to vote just as often on primary day, as it is possible. No one can really blame him for doing that, so long as he is not breaking any law, and it is all a little family affair.

Four years ago it was charged that the ballot boxes were "fixed" in several of the districts before the voting began, and that the boxes in which the voters cast their ballots were thrown away after the voting was over and the "fixed" boxes carried to the headquarters, and when the slips were counted they showed 2,000 more or less for one set of delegates and only half a dozen votes for another set. There was a great howl on the part of the defeated candidates against this alleged fraud, but the contest which was made did not amount to anything. The delegates four years ago were Dr. John E. Jones and W. Calvin Chase, the latter colored, it long having been the custom for the District to divide its delegation to the Republican convention between the two races. It is understood that there are a dozen or more aspirants for the honor this year, and there is promise of a lively campaign.

The Republican committee allows the District only two delegates in its national convention, while the Democratic committee permits the District to send six delegates to its convention, the same number that is admitted from the Territories.

Would Beat Overstreet.

The report comes from Indianapolis that Representative Jesse Overstreet is to encounter opposition when he comes up for re-nomination for Congress this summer. The man who is out to beat him is ex-Mayor Charles Bookwalter, who has himself been defeated in the primary election after one of the hardest fought local campaigns Indianapolis ever experienced. Despite the fact that he was defeated for mayor, Mr. Bookwalter believes that he is still strong enough to win the nomination from Mr. Overstreet and to carry the election if

At present it is safely Republican, Littauer's majority in 1902 being approximately 5,000, but should he be nominated again in the face of the opposition within his own party, and Charles A. Knapp, a wealthy manufacturer, has already announced himself as a candidate for the Republican nomination. Mr. Littauer is said to desire a re-election to Congress as a vindication of his conduct. He is a warm personal friend both of the President and of Governor Odell, and will make a hard fight by the use of Federal and State patronage for the nomination. Should he win, as now seems probable, it is said that he would be badly cut by the opposing faction, and that the district would be endangered.

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DEMOCRATIC WORKERS' VIEWS ON LONG DAY

For a Maximum Workday.

To the Editor of The Washington Times: I am particularly pleased to see your paper offering an opportunity for the Government employees to express their preference with reference to the recent order extending the workday for thirty minutes, and I also endorse all that your paper has said editorially upon this subject.

There is still another important matter which is of vital interest to the many thousand employees of this city, and that is the fixing of a maximum for the workday. Congress has seen fit to fix a minimum (seven hours), but there is nothing in the law, as I understand it, to prevent the heads of the departments from keeping the clerks at work for ten or twelve hours a day if they so desire it, with no compensation whatever for the extra time.

It seems to me that Congress should either fix a maximum or else provide for compensation at the same rate each clerk is receiving for all extra work. I hope this subject will be taken up and discussed by those who are interested in order that the sentiment upon the same may become known.

I heartily endorse the movement to secure a change of the order so as to permit us to begin work at 8:30 and quit at 4.

B. A. S.

The Other Side.

To the Editor of The Washington Times: In your issue of the 14th you stated that the evidence collected so far on the question of the seven-hour day of the departments showed the majority to be in favor of opening at 8:30 a. m., instead of closing at 4:30 p. m., as now. You also stated some reasons why it would be best to open at 8:30, etc.

Allow me to present the other side of the question and show you where the arguments against the 4:30 time conflict.

You say "the hour for dinner will be disturbed," also that those who wish to attend lectures, concerts, baseball games, etc., could not do so.

Now I want to ask: If so many want to go to the lectures, etc., which certainly last more than a half hour, what becomes of the "dinner hour" then?

Of those who live in the city how many have dinner earlier than 5 o'clock, and how many are there who could not reach home in thirty minutes?

Now, on the other hand, suppose all who live in the suburbs had to show up at 8:30, what would it cost them? Real estate has already been given a black eye by the 4:30 order.

What would be the effect if people knew they would have to arise thirty minutes earlier in the morning?

I live in Vienna, Va., and about fifty Government clerks from that town come in and go out every day, also fifteen school children.

As it is most of us have to eat our breakfast by 7:15 or 7:30, in order to get

to work at 9, and to do this means arise between 5 and 6, and rush through our morning work in the dark. It is almost impossible under the present system to get a servant who will come in time to get breakfast, and if thirty more minutes were taken from the time our mothers, wives, and daughters would be obliged to do all that work. If the hour was changed to 8:30 many who are now struggling for a home in the country, and perhaps have it partly paid for, would be compelled to give it up, lose what had been paid, and move into the city, placing their noses once more to the grindstone of rent-paying, and those who have contemplated a move to the country would be forced to give it up. I consider my property in Virginia worth at least 10 per cent. less now on account of the 4:30 rule, and if it was changed to 8:30 a. m. I would sell out at twice that discount. Another matter which you have not considered. Many children come in to school during the winter, and these hardships would be inflicted on them as well. Our railroads would not run a train in the morning after the hour necessary to land department employees in the city, and the children would be obliged to come in with the others and spend the extra thirty minutes on the street—or at least to no purpose.

As it is now our children are forced to wait until 4:30 or 5 p. m. to get a train home, but that would be nothing alongside of the inconvenience and hardships of starting thirty minutes earlier in the morning when they need sleep, time to dress, eat a good breakfast, and walk perhaps half a mile to the railroad station.

To city people the extra thirty minutes makes little difference either way. To hundreds of country residents and real estate owners it is of vital importance. Your coupons have come in mostly from those who for some reason want a change. You have not heard from the other side because they are satisfied to let bad enough alone.

Suppose you publish some of above points.

J. F. O.

Money Saved, Money Earned.

To the Editor of The Washington Times:

If it is true that a certain gambling resort is losing \$2,000 a day by reason of the new rule (or say rather the enforcement of our old law) then there can be no good reason for its abrogation, but a good reason why it should continue to be enforced.

It is rather amusing to an outsider to read the complaints of disgruntled clerks, when, as all intelligent people know, the great majority of them are paid much more for short hours and less work than they could get in any other employment. They should keep quiet and try to earn the money and then, or else resign and give place to others.

Is there not a law that not more than one member of a family shall have employment in a department? If so, it is entirely disregarded, and should be either enforced or repealed.

OBSERVER.

"CARNATION LEAGUE" AND "MCKINLEY DAY"

To Observe January 29 by Wearing Flower as Memorial of Birth of the Late President.

The Carnation League of America, instituted as an annual memorial to the late President William McKinley and dedicated to national patriotism, is a fixed institution and insures a perennial observance of January 29, the anniversary of his birth, as McKinley Day. To wear the late President's favorite flower, the carnation, in the lapel of the coat, in the hair, or at the throat, in silent memory of a departed public servant, is what is contemplated by this movement, in which the young and old of both sexes can have a part.

The custom was first observed on January 29, 1903, with the greatest unanimity throughout the country, and by Americans all over the world. It is a simple, inexpensive act and full of patriotic sentiment. All through Mr. McKinley's life, both public and private, there ran a distinct vein of sentiment, and a memorial of this sort is, therefore, peculiarly appropriate to him.

The custom will undoubtedly be observed the coming 29th day of January more universally, if that is possible, than on the initial day. The interest in the memorial has increased wonderfully during the past year, and Lewis G. Reynolds, of Dayton, Ohio, who suggested the idea, has received letters of the most unqualified approval from Americans everywhere.

No expectation is had of giving the movement the importance of local organizations or annual meetings and conventions, but in a quiet, unobtrusive way it can be made to wield an influence for good almost incalculable, and to foster a spirit of true patriotism worthy of our country and of the man whose memory it is proud to honor.

RAILWAY MEN GONE TO EUROPE FOR IDEAS

Pennsylvania Officers Sail on the Steamship New York for a Long Tour Abroad.

NEW YORK, Jan. 16.—Three representatives of the Pennsylvania Railroad Company sailed today on the American liner New York for a three months' visit to England, France, and Germany, to study the transportation business of the three countries.

The men who went abroad are Andrew Kelsor, superintendent of telegraph; A. R. Rudd, assistant engineer of signals, and R. E. McCarty, assistant superintendent of the Pittsburg division of the Panhandle company. Although the main observations will be made in England, France, and Germany, the representatives of the road may visit other countries where they believe they can learn something about the European methods of handling passenger and freight trains.

The Pennsylvania has at various times sent representatives abroad to study different branches of railroading, but this is the first time a delegation has been sent to study the whole transportation system. The three men who sailed today have had years of experience in the transportation department and are thoroughly versed in the practical way of handling passenger and freight trains.

The work of train dispatching, the running and equipment of the trains, the signal system, and in fact all matters in connection with the transportation of freight and passengers are to be investigated by the representatives of the company.

CROKER NOT TO RETURN AT LEAST A YEAR

Word Brought by J. Sargeant Cram From a Former Leader—Japanese Army Visitor.

NEW YORK, Jan. 16.—J. Sargeant Cram, a prominent member of Tammany Hall, arrived today on the Lucania, from Liverpool. Mr. Cram said that he met Richard Croker, former leader of the New York Democratic organization, in London. Mr. Croker, Mr. Cram said, was glad that Tammany had won the recent election, but beyond that did not talk on politics. Mr. Cram also said that Mr. Croker had no intention of returning to New York at present, and probably would not visit the United States for more than a year.

Col. T. Kurada, of the Japanese army, was also a passenger on the Lucania. He is returning to Japan.

FINED FOR INSULTING EDITOR WHO HAS GONE TO JAIL

BERLIN, Jan. 16.—The minister of justice, Herr Ruhrstrat, Jr., of the grand duchy of Oldenburg, has been fined \$5 by the criminal court at Oldenburg, for insulting Editor Biermann in a recent gambling controversy. Herr Biermann is in jail, having been convicted of libel.

WILLIAM O'BRIEN RESIGNS HIS SEAT IN PARLIAMENT

LONDON, Jan. 16.—William O'Brien, the well-known Nationalist member of parliament for Cork City, has resigned his seat in the house.

Mr. O'Brien threatened to resign several months ago owing to differences with the "Freeman's Journal," which attacked his policy in connection with the United Irish League, of which Mr. O'Brien was the founder. Unsuccessful efforts were made on several occasions to get him to reconsider his determination.